

PAINT NOS. M1 M2 M3 M5 M6 M7 M10 M14 G4

45

INDIAN ARMY

10th INDIAN DIV.

M14 BUFF CHAMOIS LEDERBRAUN

AUSTRALIAN ARMY

9th AUSTRALIAN DIV. 20th ANTI-TANK BAT.

M10 BUFF CHAMOIS LEDERBRAUN

BRITISH ARMY

21st TANK BRIG. ANTI-TANK REG. 1st COMPY.

M3 OLIVE GREEN VERT OLIVE OLIVGRÜN

M14 BUFF CHAMOIS LEDERBRAUN

CANADIAN ARMY

5th CANADIAN ARMOUR'D DIV. 12th INFANTRY BAT. 2nd ARTILLERY COMPY. H.Q.

M3 OLIVE GREEN VERT OLIVE OLIVGRÜN

M2 SLATE GREY GRIS ARDOISE SCHIEFERGRAU

1/35 SCALE MODEL CONSTRUCTION KIT

CANADIAN CHEVROLET 15-CWT TRUCK

During the Second World War, Canada produced over 850,000 military motor vehicles, ranging from commercial type staff cars and trucks to armoured cars and tanks. Nearly half of these vehicles were tactical trucks, known as Canadian Military Pattern vehicles, and subject to the C.M.P. Vehicle designation. General Motors Corporation and the Ford Motor Company, before the outbreak of war, had developed a design for a 15-cwt truck to be adopted by the Canadian production facilities. In 1939 a policy was laid down that Canadian military vehicle design would be based upon that of the British Army, as developed during the thirties. The Department of National Defence approached the Ford Motor Company of Canada and General Motors of Canada, both in Ontario, to ask for their cooperation in developing a standardized family of military vehicles to British standards. Both companies were to produce these vehicles to as high a degree of similarity as possible, with maximum interchangeability of parts. Bodies of many types were to be supplied by outside firms, another general task. The first Canadian Military Pattern (C.M.P.) vehicles appeared in late 1939 and mass production at Ford and General Motors plants, was well under way in early 1940, beginning with the above-mentioned 15-cwt 4 x 2 type. A few months later additional types appeared: 8-cwt 4 x 2, 30-cwt 4 x 2, and 3-ton 4 x 2. This was followed in 1940 by the 15-cwt 4 x 4 and 3-ton 4 x 4. Initial production was for Canadian own arm forces but the United Kingdom began placing orders for Canadian vehicles, particularly following their heavy losses at Dunkirk. These British orders were augmented by orders from the Dutch, the Soviet Union, China and other allies, while Australia and India imported chassis and major parts for the bodywork themselves. The range of sayings ratios of 8 to 1 to 3 to 1 had been decided by the fact that the engines produced in Canada at the time were suitable only for these types. Lighter and heavier types had to be produced elsewhere, notably the United States. The engine used by Ford was the well known Ford 239-cu. in. V-8 cylinder of 95 h.p. at 3,600 r.p.m. General Motors used the equally popular Chevrolet 216.5-cu. in. "Stovebolt" Six of 85 h.p. at 3,400 r.p.m. Main stream production feature between the Ford-built vehicles and the GM Chevrolet products was the radiator grille mesh pattern - square on the Ford, diagonal on the Chevrolet. Ford carried the oval Ford name plate, Chevrolet the familiar bow tie emblem. The Chevrolet family of C.M.P. vehicles comprised the 8-cwt 4 x 4 Chevrolet C8A with a wheelbase of 111 in., 15-cwt 4 x 2 and 4 x 4 produced by Ford and GM, 30-cwt 4 x 2 built by both companies and having a wheelbase of 111 in., and the 3-ton 4 x 4 type with varying wheelbases and axle spacings produced by both companies. Canadian Military Pattern vehicles were used throughout the British Empire and by several allied forces. They were of high quality and in use in combined British War Department specifications with American automotive components and manufacturing expertise. The 6-cylinder truck engines in the 5-ton class were widely used by both the British and Commonwealth forces and by the Americans. Designed in 1938 to replace the 2-ton British service truck, the 6-cylinder utility truck in September 1941 in the anti-tank role, it had a maximum penetration of 2.7 in. at 100 yards range and was fitted to be effective against most German tanks except the Tiger with its heavy frontal protection. The Americans adopted the gun as the 5-ton M3 and made minor changes to the carriage to meet their requirements. Although replaced by the 7.5-ton M3A1, the 6-cylinder continued in use with many units until the end of the war.

GENÉRAL INSTRUCTIONS
It is recommended that exploded views are studied and assembly directed before commencing. Note small parts are best fitted before assembly. Parts should be drawn and all moulded parts should be drawn and assembled. All parts are numbered, assembly in sequence.

INSTRUCTIONS GÉNÉRALES
Il est recommandé d'étudier avec soin les dessins et de s'en servir au montage avant de commencer. Les petites pièces doivent être montées avant l'assemblage. Les pièces doivent être dessinées et toutes les pièces moulées doivent être dessinées et assemblées. Toutes les pièces sont numérotées et doivent être montées dans l'ordre.

ALLE ANE EINE HAUPTRICHTUNG
Anordnung und Vollständigkeit aller Bauteile vor dem Anbau. Abbinde- und Verzeichnis überprüfen. Vor Montage und Montageausgabe einlesen und Teilnummern angeben. Die Bauteile sind gezeichnet und alle geformten Teile sind gezeichnet und montiert. Alle Teile sind nummeriert und müssen in der Reihenfolge der Bauteileliste montiert werden.

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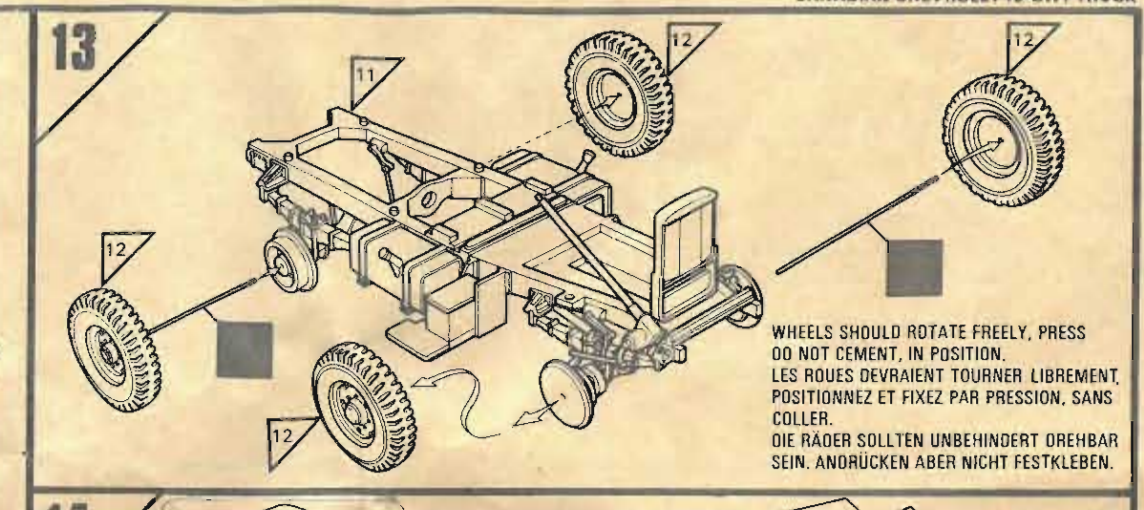
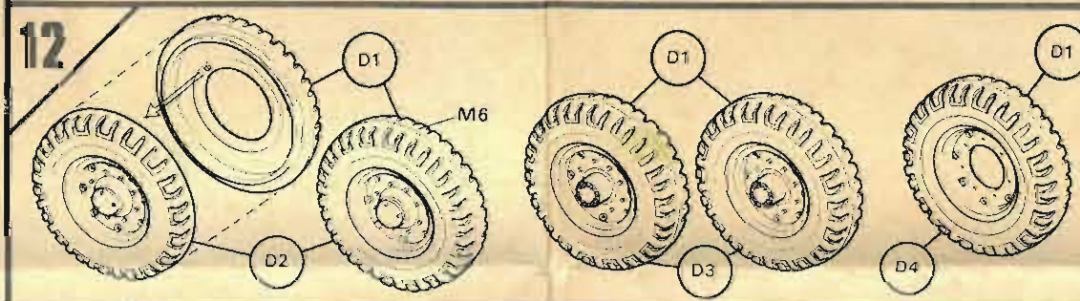
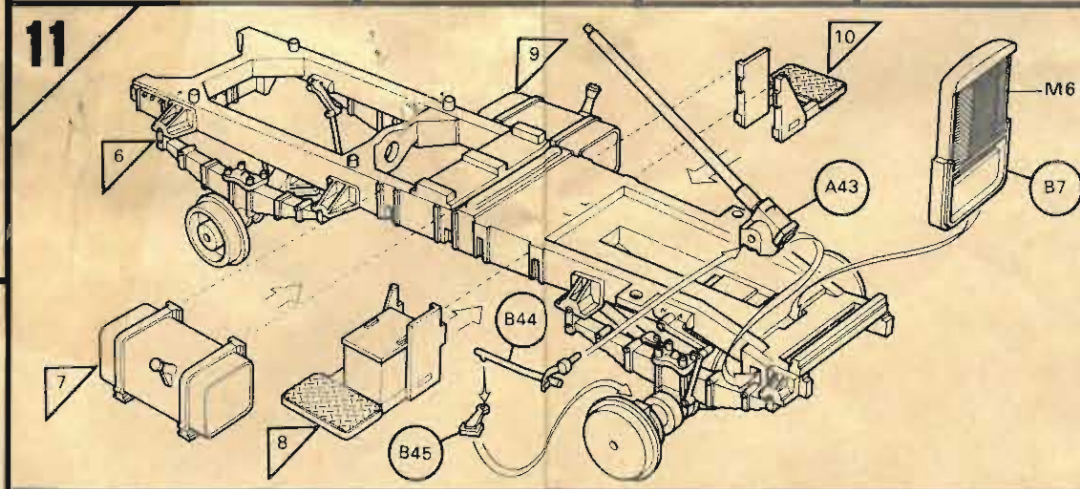
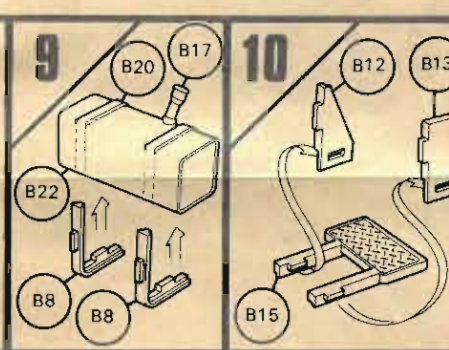
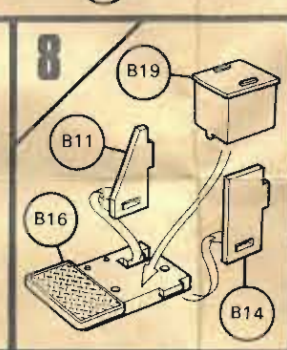
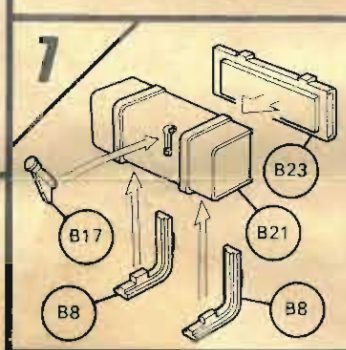
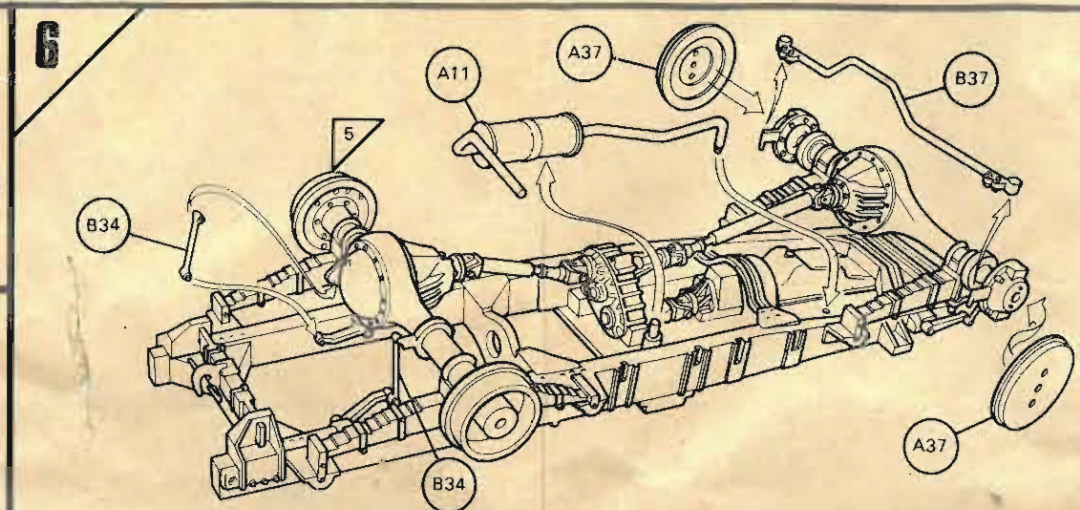
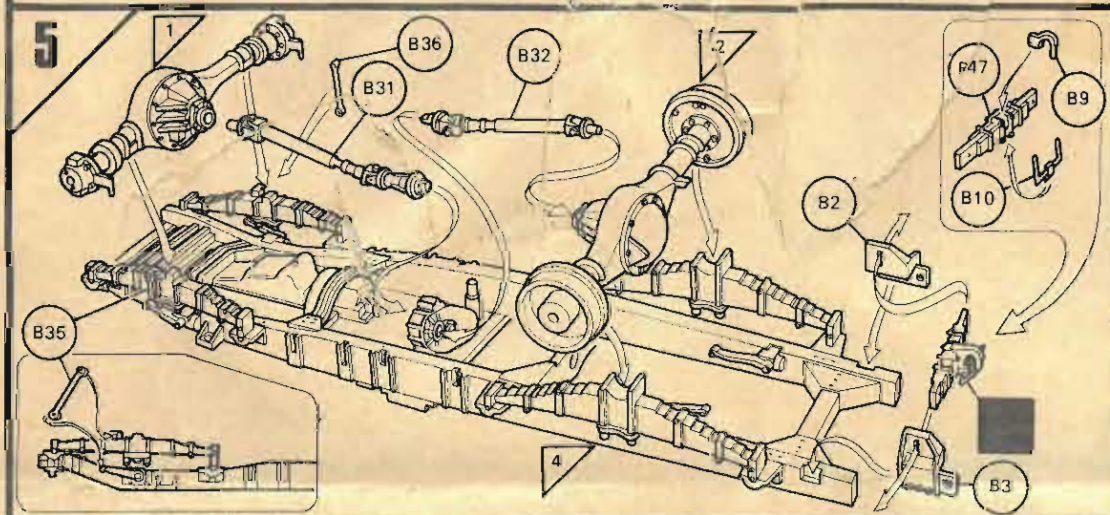
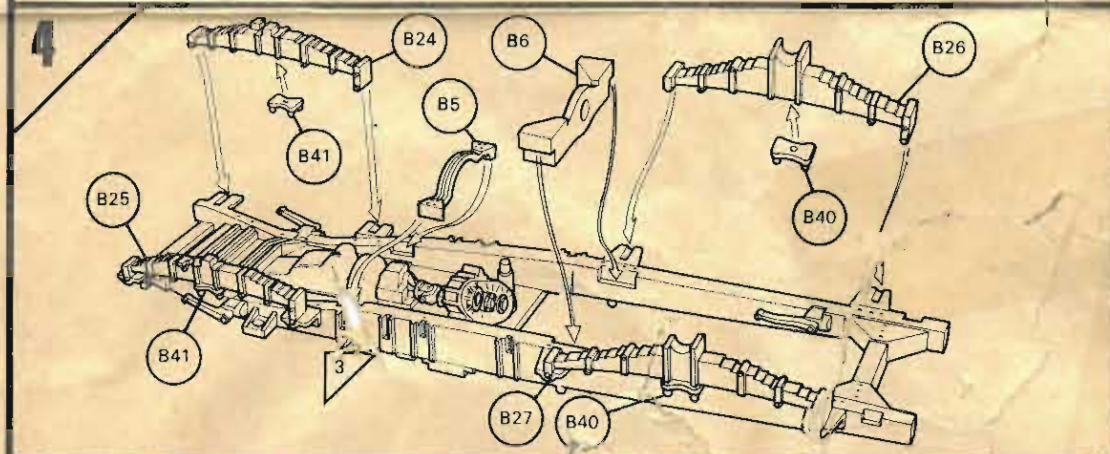
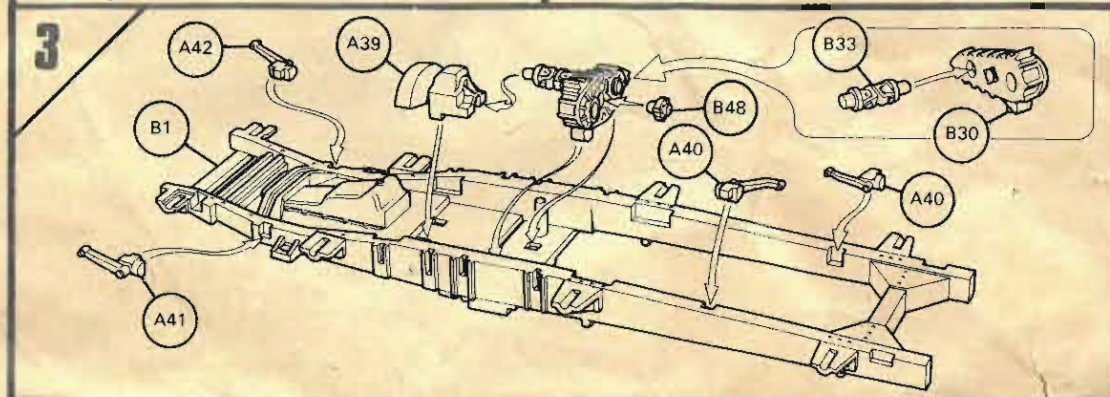
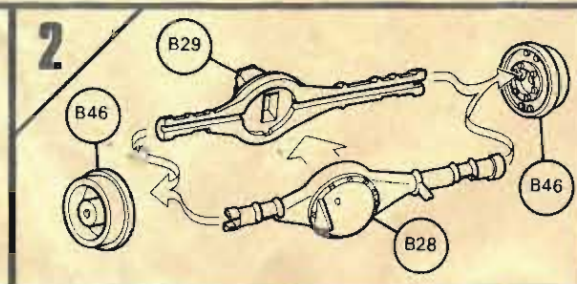
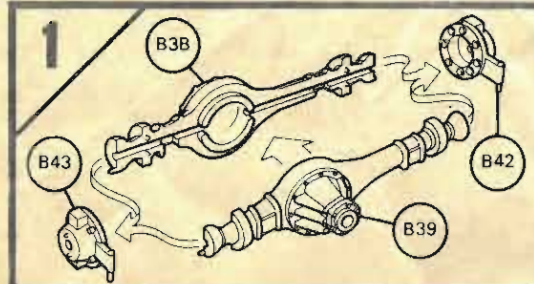
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ALTERNATIVE PARTS WECHSELBAUTEIL

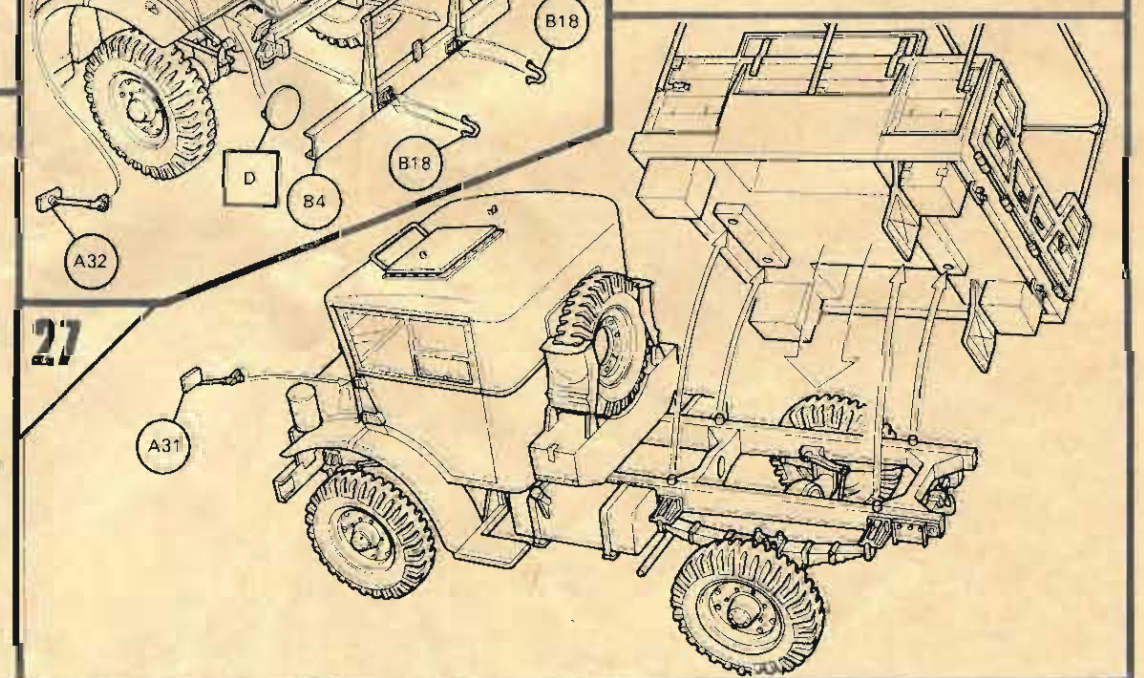
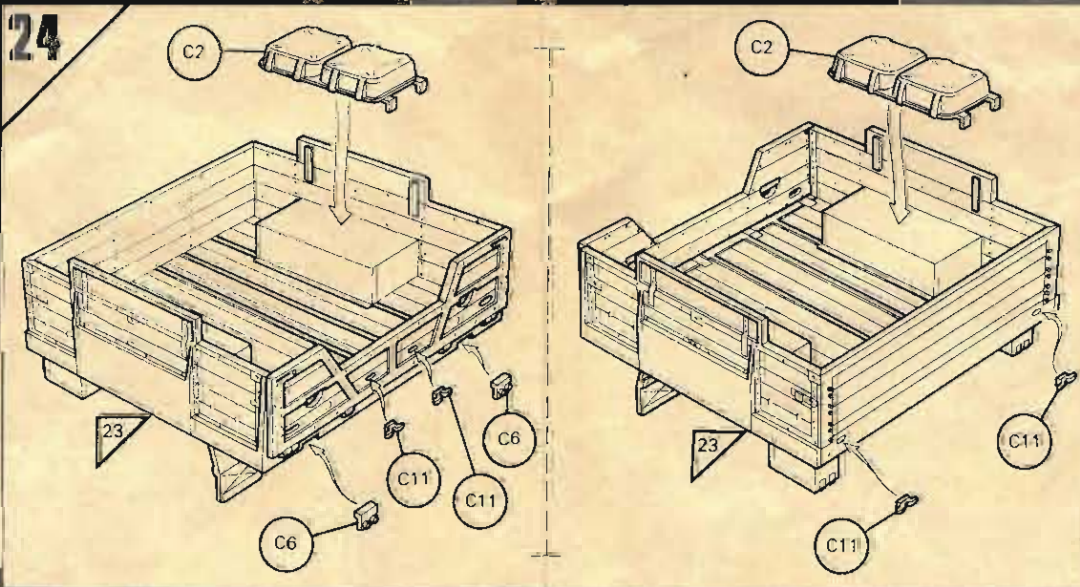
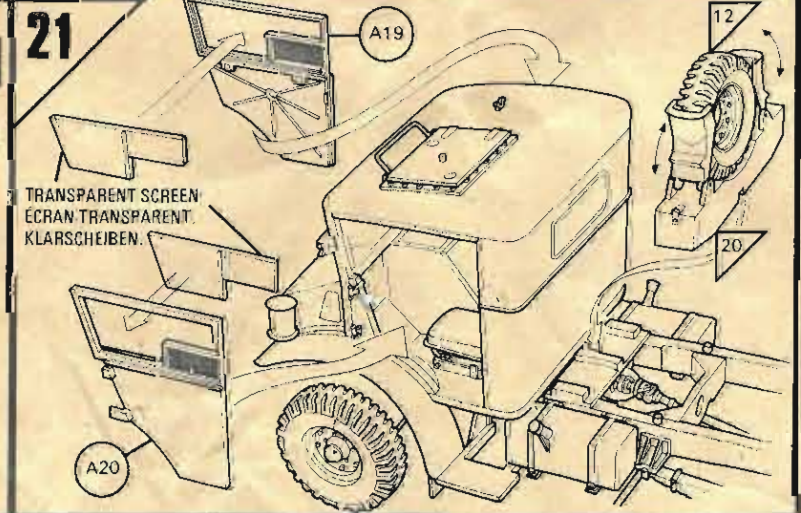
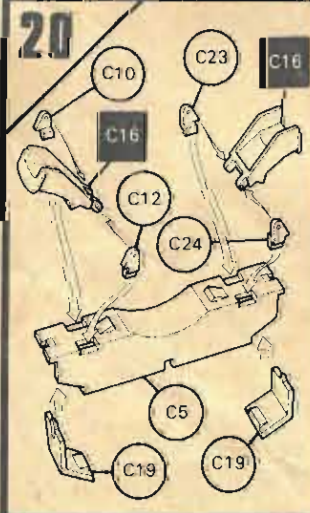
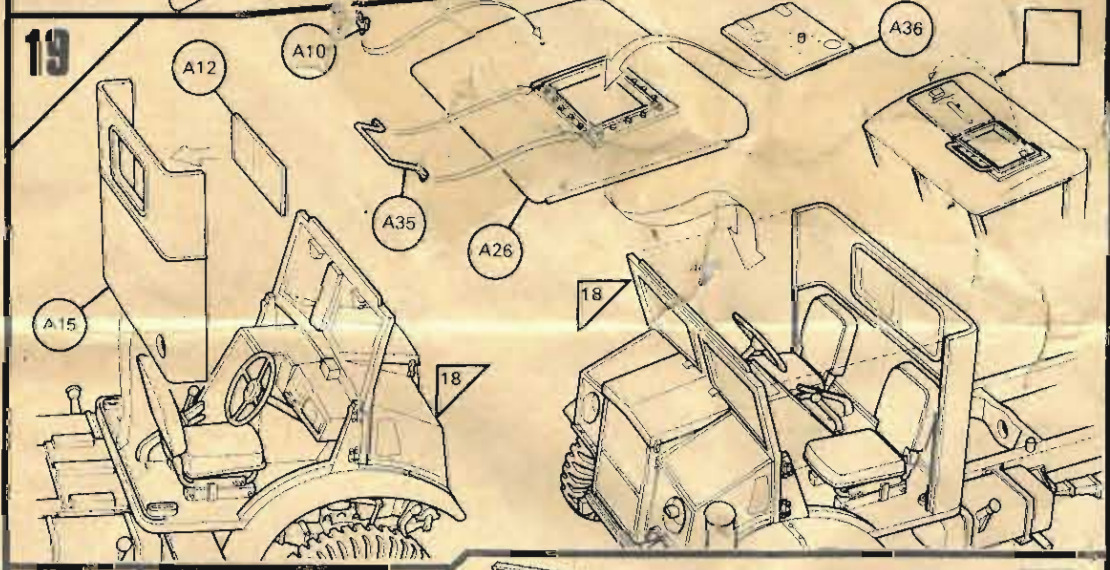
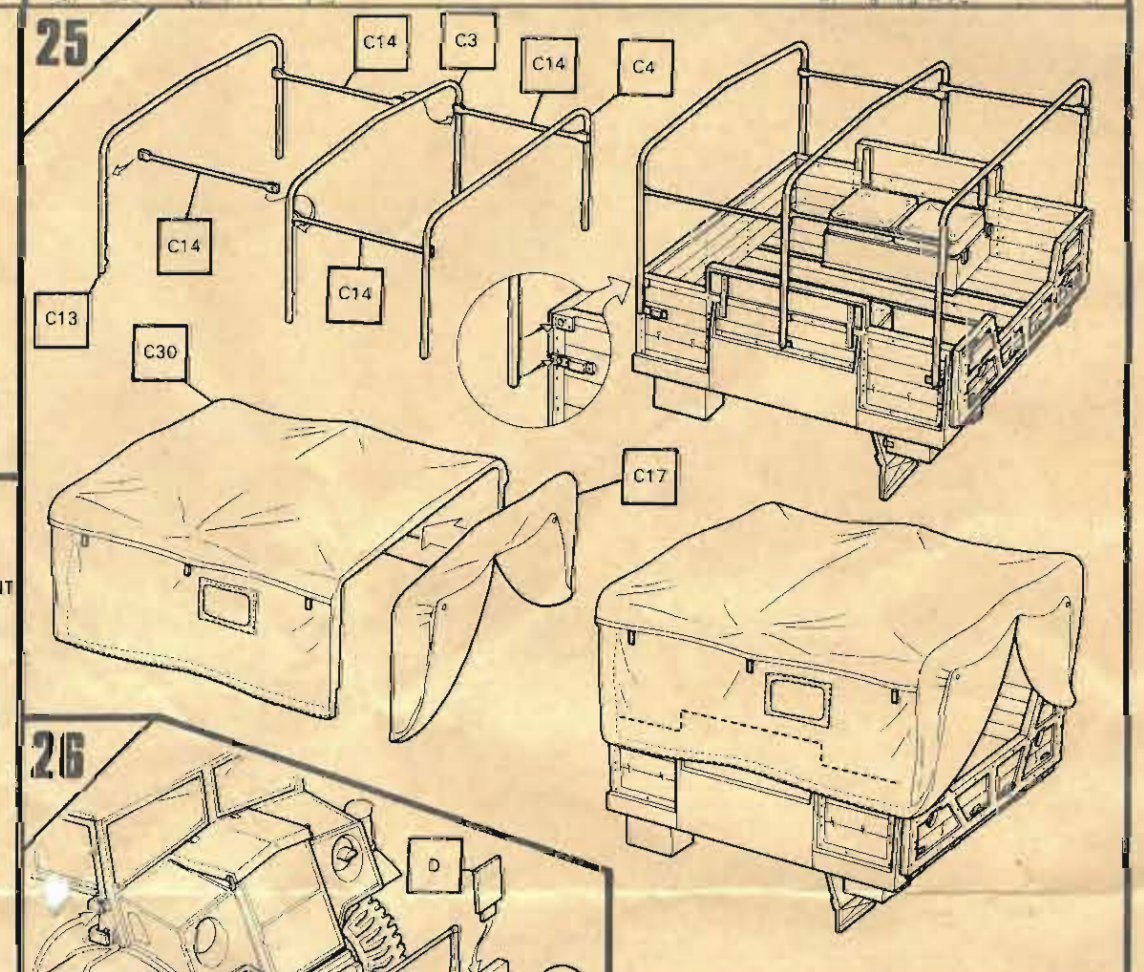
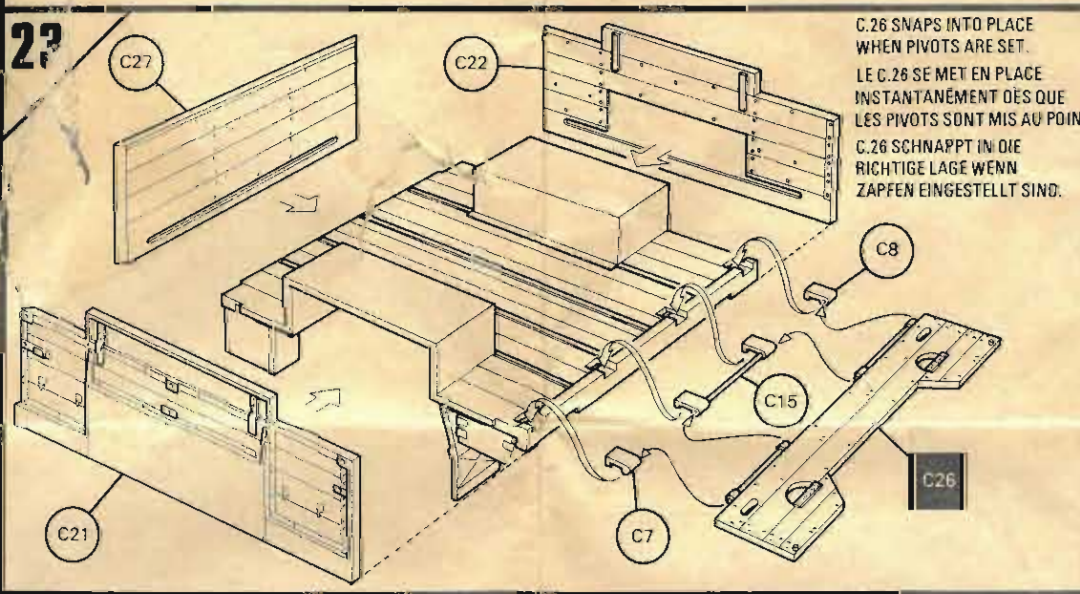
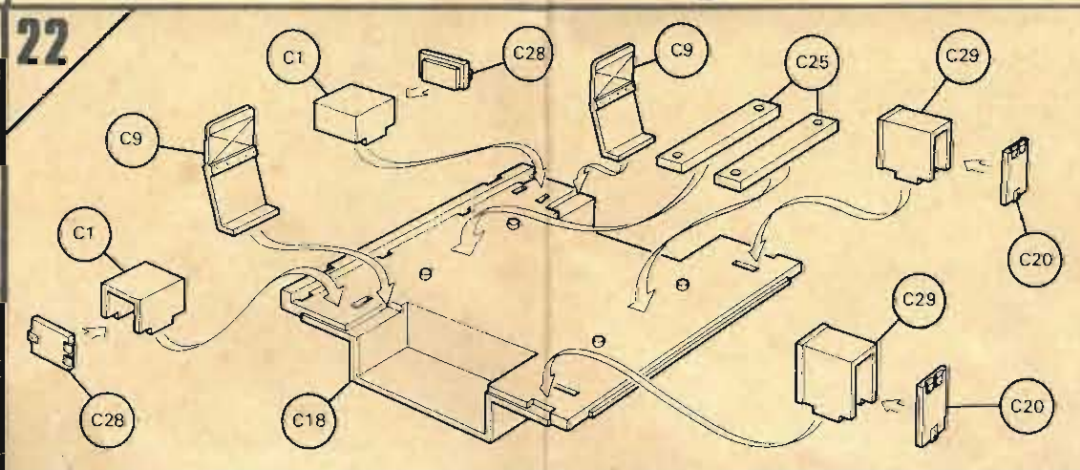
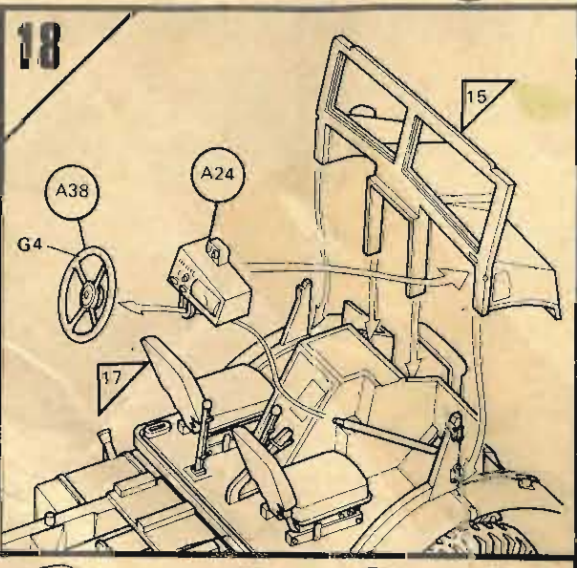
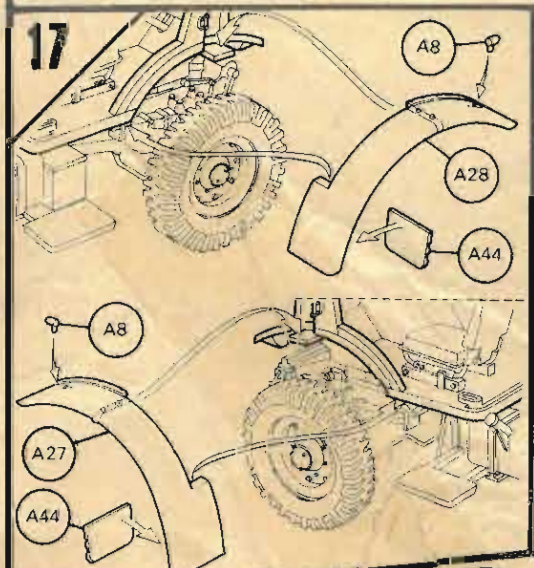
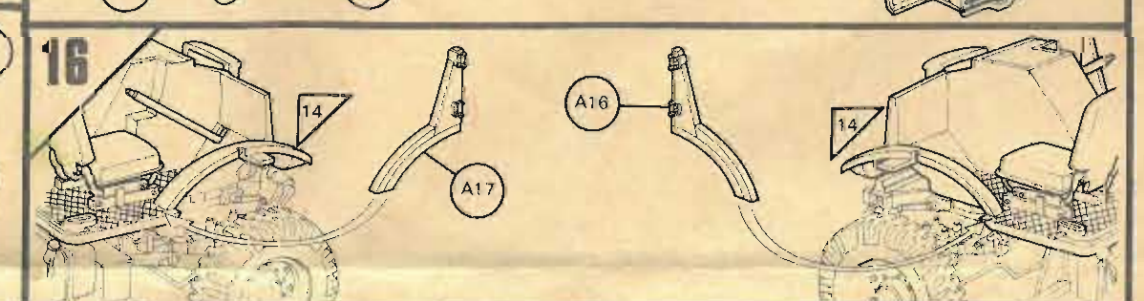
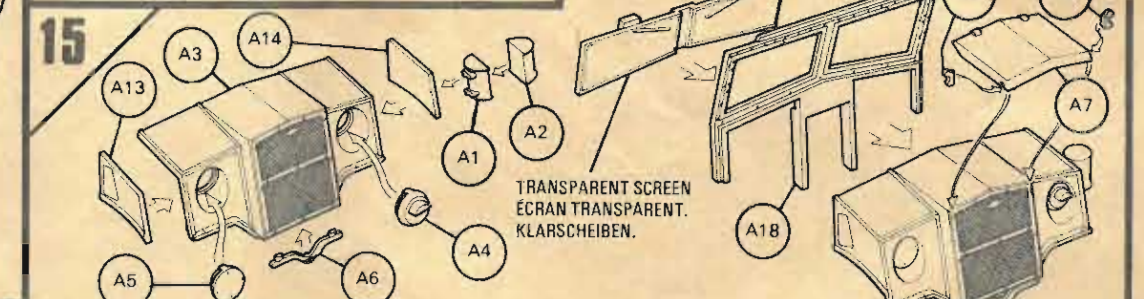
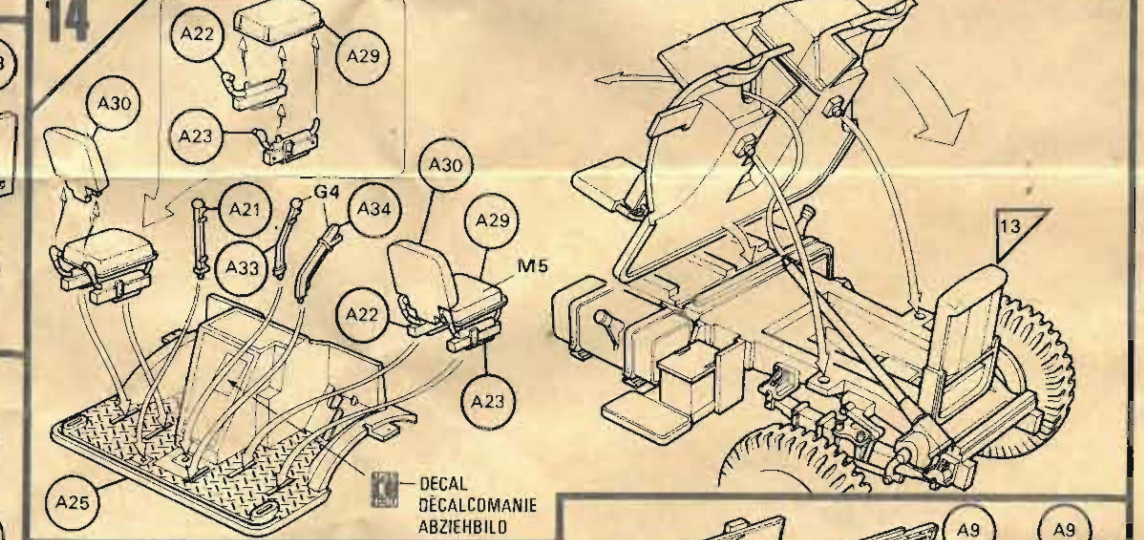
ASSEMBLE SECTION BAUABSCHNITT

AIRFIX PRODUCTS RESERVE THE RIGHT TO AMEND THE SPECIFICATION OF THIS KIT

08367-4



WHEELS SHOULD ROTATE FREELY, PRESS DO NOT CEMENT, IN POSITION.
 LES ROUES DEVRAIENT TOURNER LIBREMENT, POSITIONNEZ ET FIXEZ PAR PRESSION, SANS COLLER.
 DIE RÄDER SOLLTEN UNBEHINDERT DREHBAR SEIN, ANDRÜCKEN ABER NICHT FESTKLEBEN.



C.26 SNAPS INTO PLACE WHEN PIVOTS ARE SET.
 LE C.26 SE MET EN PLACE INSTANTANÉMENT DES QUE LES PIVOTS SONT MIS AU POINT.
 C.26 SCHNAPPT IN DIE RICHTIGE LAGE WENN ZAPFEN EINGESTELLT SIND.

TRANSPARENT SCREEN
 ECRAN TRANSPARENT
 KLARSCHIEBEN

DECAL
 DECALCOMANIE
 ABZIEHBILDO

TRANSPARENT SCREEN
 ECRAN TRANSPARENT
 KLARSCHIEBEN.